

CLAIM AMENDMENTS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims

Claims 1-21 are cancelled.

22. (New) A running gear for a railway vehicle, comprising at least one wheelset, a running gear frame, which is supported on said wheelset by means of a primary suspension, a secondary suspension for supporting a coach body on the running gear frame, a tilting device for controlled tilting of the coach body about a longitudinal axis of the railway vehicle and a transversal suspension, wherein said transversal suspension or a transversal damping are arranged above the secondary suspension and below the bottom of the coach body, and wherein an intermediate support is arranged above the secondary suspension, which supports a control member for adjusting the tilt of the coach body with respect to the running gear frame, and wherein that the intermediate support includes a recess through which a holder, which supports the transversal suspension or transversal damping projects.

23. (New) The running gear according to claim 22, wherein the secondary suspension is formed by at least two suspension units, and wherein the transversal suspension is arranged approximately centrally between the suspension units.

24. (New) The running gear according to claim 22, wherein the transversal suspension is supported on the running gear frame by the holder, and wherein said holder extends from the running gear frame as far as a level above the secondary suspension.

25. (New) The running gear according to claim 24, wherein the holder is arranged approximately centrally between two suspension units of the secondary suspension.

26. (New) The running gear according to claim 24, wherein the running gear frame has two transversal supports, and wherein the holder supporting the transversal suspension is connected to the two transversal supports.

27. (New) The running gear according to claim 23, wherein the suspension units are constructed as air springs.

28. (New) The running gear according to claim 23, wherein the suspension units each have an air spring bellows, an auxiliary volume, and an auxiliary spring acting in a vertical direction.

29. (New) The running gear according to claim 22, wherein the transversal damping is formed by a transversal damper.

30. (New) The running gear according to claim 22, wherein the transversal suspension is formed by at least one active or semi-active transversal suspension device.

31. (New) The running gear according to claim 22, wherein, when viewed in the direction of travel of the railway vehicle, respectively, at least one cross spring is arranged before and behind the secondary suspension.

32. (New) The running gear according to claim 31, wherein the cross springs are each arranged in the area of niches of the running gear frame.

33. (New) The running gear according to claim 22, wherein at least one roll stabiliser is attached to the running gear frame.

34. (New) The running gear according to claim 33, wherein the tilting device comprises at least two rollers, which rest on curved or flat roller tracks, wherein the flat roller tracks are inclined towards a point of intersection, and wherein a control member for adjusting the tilt of the coach body in relation to the running gear frame is arranged between the rollers.

35. (New) The running gear according to claim 34, wherein the rollers of the tilting device are supported on the intermediate support.

36. (New) The running gear according to claim 34, wherein a roll stabiliser is connected to the intermediate support by means of a guide member.

37. (New) The running gear according to claim 22, wherein the transversal suspension comprises at least one progressively acting cross spring, which limits a lateral displacement between the running gear frame and the coach body or the intermediate support.

38. (New) The running gear according to claim 22, wherein at least one vertical damper is arranged parallel to the secondary suspension.

39. (New) The running gear according to claim 38, wherein the vertical damper is attached to the running gear frame and the intermediate support.

40. (New) The running gear according to claim 34, wherein the roller tracks are formed on a coach body crossbar.

41. (New) The running gear according to claim 40, wherein one end of the control member is supported on the coach body crossbar.

42. (New) The running gear according to claim 40, wherein the coach body crossbar is connected to the coach body by means of connecting elements.